

DRAFT RELOCATION IMPACT STATEMENT

(Form #)

EXHIBIT

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Dist.	County	Route	KP (PM)	EA
11	San Diego	I-5/SR-56	I-5 52.6-56.0 (32.7-34.8) SR-56 0.0-4.1 (0.0-2.5)	177900
Project Description: on I-5 and SR-56 – future construction of freeway to freeway interchange, associated operational improvements on I-5 and SR-56, and the relocation of the fiber optic cable line.				
		Federal Project No.:		

I. Purpose of the Relocation Impact Statement

The purpose of this Draft Relocation Impact Statement is to provide the California Department of Transportation (Caltrans), local agencies, and the public with information on the impact this project will have on residential and nonresidential occupants. The proposed project will not displace any residences and may result in the displacement of one business. All displaced occupants will be treated in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and the California Relocation Act.

Caltrans proposes to improve the traffic operations along the Interstate 5 (I-5) and State Route 56 (SR-56) corridors between Del Mar Heights Road, Carmel Valley Road, and Carmel Country Road. The project, referred to as the I-5/SR-56 Interchange Project, would begin south of Carmel Valley Road along I-5 at post mile (PM) 32.7 and continue to PM 34.8, north of Del Mar Heights Road. Along SR-56, the project would begin at PM 0.0 at El Camino Real and continue to PM 2.5, east of Carmel Country Road. The length of the project is 2.1 miles on I-5 and 2.5 miles on SR-56, for a total length of 4.6 miles. The proposed project will include improvements to surface streets, the addition of auxiliary lanes along I-5 and SR-56, interchange improvements, and/or new freeway-to-freeway connector ramps. The proposed project is located within the City of San Diego in San Diego County, east of the City of Del Mar and south of the City of Solana Beach.

The following discussion summarizes the alternatives under consideration and continued study.

No Build Alternative (Alternative 1): The No Build Alternative assumes the existing configuration for the I-5/SR-56 interchange with future improvements that are, as part of the proposed I-5 North Coast Project, independent of the I-5/SR-56 Interchange Project. These improvements include the addition of two managed/HOV lanes on I-5 (one in each direction), one general-purpose lane along northbound I-5, and improvements to the Del Mar Heights Road interchange. The No Build Alternative would not include the construction of direct freeway-to-freeway connectors in the westbound SR-56 to northbound I-5 and southbound I-5 to eastbound SR-56 directions or improvements to local streets in the Carmel Valley area. The No Build Alternative would not result in any property displacements.

Direct Connector Alternative (Alternative 2): The Direct Connector Alternative proposes the construction of direct freeway-to-freeway connectors in the westbound SR-56 to northbound I-5 and southbound I-5 to eastbound SR-56 directions. The connector ramps would have two general purpose lanes. This alternative includes the extension of the local bypass in both the northbound and southbound directions to the Del Mar Heights Road interchange and the elimination of the eastbound slip off-ramp to Carmel Creek Road. This alternative also includes auxiliary lanes along I-5 between Carmel Valley Road and Del Mar Heights Road and along SR-56 between Carmel Creek Road and Carmel Country Road. Several local street interchanges would be modified in order to accommodate the new configuration on and along I-5 and SR-56, including the interchanges at I-5/Del Mar Heights Road, I-5/Carmel Valley Road, SR-56/El Camino Real, SR-56/Carmel Creek Road, and SR-56/Carmel Country Road. The Direct Connector Alternative proposes right of way (R/W) impacts on the east and west side of I-5 but would provide operational improvements over the No Build and Auxiliary Lane Alternatives. The Direct Connector Alternative would not result in any property displacements.

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Auxiliary Lane Alternative (Alternative 3): The Auxiliary Lane Alternative proposes the addition of an auxiliary lane between Del Mar Heights Road and Carmel Valley Road along southbound I-5 and the addition of a multi-purpose lane between Carmel Country Road and I-5 along westbound SR-56. Westbound SR-56 would be widened to the north to accommodate the proposed multi-purpose lane and future construction of HOV lanes within the median. Due to this addition, the westbound Carmel Creek Road loop on-ramp and off-ramp and the Carmel Country Road loop on-ramp would be realigned. The eastbound slip off-ramp to Carmel Creek Road would be eliminated in this alternative. This alternative also includes modifications to the Carmel Valley Road interchange, widening of Carmel Valley Road to four lanes east of I-5, modifications to the eastbound El Camino Real on-ramp, and reconstruction of the Del Mar Heights Road overcrossing. The Auxiliary Lane Alternative would have minimal R/W impacts throughout the project area but would provide only slight traffic operational improvements over the No Build Alternative. The Auxiliary Lane Alternative would not result in any property displacements.

Hybrid Alternative (Alternative 4): The Hybrid Alternative is a combination of the Direct Connector Alternative and the Auxiliary Lane Alternative discussed above. In this alternative, the proposed westbound to northbound connector featured in the Direct Connector Alternative would be combined with the proposed southbound and eastbound improvements featured in the Auxiliary Lane Alternative. The Hybrid Alternative would provide operational improvements in the westbound and northbound directions but would provide minimal operational improvements in the southbound and eastbound directions. The Hybrid Alternative would not result in any property displacements.

Hybrid with Flyover Alternative (Alternative 5): The Hybrid with Flyover alternative is a variation of the Hybrid Alternative. The Hybrid with Flyover Alternative includes a proposed flyover structure that would connect eastbound Carmel Valley Road to the eastbound SR-56 fast lane, in addition to the westbound SR-56 to northbound I-5 connector featured as part of the Direct Connector Alternative. The Hybrid with Flyover Alternative would require use of non-standard lane and shoulder widths along Carmel Valley Road and would require tunneling behind the Carmel Valley Road undercrossing abutments to provide pedestrian/bicycle access. The Hybrid with Flyover Alternative would result in displacement of one business, a Shell gas station and car service station.

II. Summary of Residential and Nonresidential Displacements

Alternative	Single Family Units	Mobile Homes	Multi-Family Units	Residential Displacements (Units/Residents)	Nonresidential Displacements (Type/Employees)*
Direct Connector Alternative (Alternative 2)	0	0	0	0	0
Auxiliary Lane Alternative (Alternative 3)	0	0	0	0	0
Hybrid Alternative (Alternative 4)	0	0	0	0	0
Hybrid with Flyover Alternative (Alternative 5)	0	0	0	0	1 Business (Shell Gas Station and Car Service Station) (approximately 10 to 12 employees)

* Type of Nonresidential units and the number of employees is based on visual observation and research. This research did not include contacting the affected business.

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III. Summary of Relocation Resources Available to Displacees (Residential)

Relocation Resource	For Rent	For Sale	Total Units
N/A	N/A	N/A	N/A

IV. Summary of Relocation Resources Available to Displacees (Nonresidential)

Relocation Resource	For Rent - appropriate zoning and site requirements	For Sale - appropriate zoning and site requirements	Total Units
Other:	0	14	14

Sources: LoopNet.com (www.loopnet.com), viewed 5/26/09

V. Statement of Findings

None of the proposed build alternatives for the proposed project will displace any existing residences. Therefore, residential replacement properties will not be needed for the proposed project.

Only one build alternative would displace any non-residential structures. The Hybrid with Flyover Alternative (Alternative 5) would displace an owner-occupied gas station. This gas station includes a food and snack store as well as a car service station with two service bays that provides car maintenance work for most service needs. A search for potential relocation sites found 14 potentially suitable properties for sale. Of these 14 properties, nine were currently occupied by a gas station, one is a full service car wash and auto detail center, and four were listed as sites suitable for a gas station.

Of the nine potential relocation sites currently configured as a gas station, only one currently includes car service bays on site. However, it is feasible that car service bays could be constructed on-site for the remaining eight potential relocation sites currently configured as gas stations because ample undeveloped space exists on-site for construction of car service bays. A review of the sale listings for these eight potential relocation sites currently configured as gas stations without car service bays revealed that the sites had developed no more than approximately 15 percent of the potential relocation site, leaving ample space for construction of two car service bays. Construction of these car service bays would likely require an amendment to the Conditional Use Permit (CUP) or some other type of amendment depending on the zoning and permitting governing the relocation site.

With respect to the full service car wash and auto detail center, the amount of developed area on the property is large enough to allow for the conversion of the property to a gas station with car service bays. The full service car wash and auto detail center consists of approximately 2,000 sf of developed area. This 2,000 sf is greater than the 1,792 sf of developed area for the potential displacement property. It is possible that some of the existing structures could be used by the potentially relocated gas station, but some demolition and construction on site may be required. Nonetheless, the developed area of the full service car wash and auto detail center is large enough to allow for any combination of conversion and demolition and construction on site to accommodate a gas station with car service bays.

It is unclear if space exists for the remaining four sites because they either are not gas stations in the existing condition or are gas stations that may not have ample space for construction of car service bays. Nonetheless, these sites are still included as potential relocation sites in the event that they may be determined to be adequate during the final relocation impact study process or the displaced occupant decides they do not want to continue car service operations at the relocation site.

No potential relocation sites were found in the Carmel Valley Community Planning Area, the area in which the project site is located. Similarly, no potential relocation sites were found in the nearby cities of Del Mar or Solana Beach. All of the potential relocation sites are located in various community planning areas throughout the City of San Diego. However, due to the high demand for gasoline and car service, as well as the non-specific clientele

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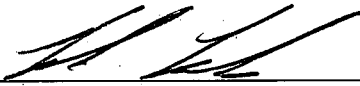
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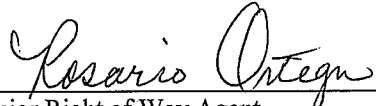
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market for gasoline, the existing gas station to be displaced is not dependant on the surrounding community for business and would likely find new patrons at a new suitable gas station site. Nonetheless, it is possible that the larger corporation to which the gas station belongs may not see a relocation site outside of the Carmel Valley Community Planning Area as suitable because it is trying to capture a certain amount of market share of that community or benefit from the high volume of pass by traffic associated with I-5 and SR-56 that currently must exit onto Carmel Valley Road and pass by the gas station. If that were to be the case, and an existing gas station site or site suitable for a gas station were not available at the time of relocation, the displacee would need to purchase a vacant site adjacent to high volumes of traffic on which a gas station and car service station could be constructed, or purchase a commercial or retail site within the area adjacent to high volumes of traffic that could be converted to a gas station and car service station with the processing of a use permit, rezone, or other action to make the site suitable for a gas station and car service station. However, it should be noted that this is the worst-case scenario for the displacement of the gas station. If any of the potential relocation sites described above are found to be adequate, it could be concluded that ample relocation sites exist for the displaced gas station. Additionally, new potential relocation sites may come on to the market between now and the time that the project construction begins. Under any scenario, sufficient lead time is critical for the successful relocation of this business. A minimum of 24 months should be considered, especially in light of the potential for numerous permitting requirements for any replacement site.

- VI. All displacees will be contacted by a Relocation Agent, who will ensure that eligible displacees receive their full relocation benefits, including advisory assistance, and that all activities will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation resources shall be available to all displacees free of discrimination. At the time of the first written offer to purchase, owner occupants are given a detailed explanation of Caltrans' "Relocation Program and Services." Tenant occupants of properties to be acquired are contacted soon after the first written offer to purchase, and also are given a detailed explanation of Caltrans' "Relocation Program and Services." In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, Caltrans will provide relocation advisory assistance to any person, business, farm or nonprofit organization displaced as a result of the acquisition of real property for public use.


AECOM Environmental Analyst10/29/10
Date

APPROVED:


Senior Right of Way Agent11/1/10
Date

cc: Project Manager
Project Engineer
Environmental
Region/District RW DDC
Region/District P&M

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